In the Specification:

Please amend the paragraph at **page 2, line 9 to page 3, line 10,** as follows:

A structure for holding such a shunt in a socket may be to provide the outer circumferential face of the shunt body with a swelled part bulging out to fit into the fitting concave. In that case, when the shunt is fitted into the socket, the swelled part will shift toward the bottom of the socket while being pushed by the inner circumferential face of the socket toward the center of the shunt. And when the swelled part reaches the depth of the fitting concave, the swelled part will restitute and fit into the fitting concave. In that case, the depth of fitting of the swelled part into the fitting concave is a very small dimension because it is generated by the restitution of the swelled part and the shunt body from their states of compression deformation. Moreover, the swelled part is gnawed (i.e. fretted or chafed) by friction against the inner circumferential face of the socket while the shunt is moved ~~towards~~ toward the bottom of the socket, and this reduces the depth of fitting of the swelled part into the fitting concave. As a result, the inflator ~~can not~~ cannot provide a sufficient force to hold the shunt, causing troubles such as inadvertent disconnection of the shunt from the inflator during transportation. Moreover, if the depth of fitting of the swelled part in the fitting concave is small, the feel or response at the time of

fitting is small or the so-called sense of clicking is wanted, and it is hard to confirm the successful fitting. This may confuse one to think that ~~they~~ the parts are fitted together although they are only in a half-fitted or incompletely-fitted state. In such a case, the inflator hardly generates force to hold the shunt and the shunt can come out of the inflator easily. Furthermore, when the shunt is to be fitted into the socket, the ~~force to insertion required~~ required insertion force will be large due to the friction between the swelled part and the inner circumferential face of the socket, impairing the workability of assembly.

Please amend the paragraph at **page 7, lines 16 to 21**, as follows:

Fig. 9 is a sectional view **[[~~of~~]]** showing the shunt fitted in the housing of the inflator of the first embodiment. They are sectioned by a plane containing the central axis of the socket. The squib is not sectioned. The female connector is fitted in the shunt, and a part of the female connector, which is out of the shunt, is shown by an imaginary line.

Please amend the paragraph at **page 9, line 1 to page 10, line 14**, as follows:

As shown in Fig. 1 and Fig. 2, the housing 100 of the inflator is provided with a socket 110. The socket 110 opens at the surface of the housing 100, and the socket 110 is cylindrically concaved into the housing 100 from this

opening 112. As for the socket 110, a direction being parallel to the central axis of the cylinder and heading toward the inner side of the housing 100 is defined as the depth direction (D1 in Fig. 2), a direction along a radius of the cylinder is defined as a radial direction (R1 in Fig. 2), and a direction along the circumference of the cylinder is defined as a circumferential direction (C1 in Fig. 1), respectively. A fitting concave [[~~114,~~]] 114 is provided in an intermediate part in the socket 110 in its depth direction, the fitting concave 114 concaving outwardly in a radial direction from the inner circumferential face 113 thereof. The outward side of the radial direction is one wherein the radius increases along the radial direction. As shown in Fig. 2, in this embodiment, the fitting concave 114 is continuous in the circumferential direction and is in a shape of a groove. The fitting concave 114, however, may be discontinuous in the circumferential direction and in the shape of a hole. In such a case, the number of the fitting concaves 114 is discretionary. As shown in Fig. 2 and Fig. 7, the fitting concave 114 of the present embodiment is formed in such a way that the section of the fitting concave 114 is a trapezoid when the housing 100 is sectioned by a plane containing the central axis of the socket 110. This section is comprised of a first face 114a on a side close to the opening 112 of the socket 110, a second face 114b on a side distant from the opening 112 of the socket 110, and a third face 114c connecting the two faces 114a and 114b in

the back. The first face 114a being the face on the side close to the opening 112 of the socket 110 is tilted in such a way that the face 114a comes closer to the central axis of the cylinder of the socket 110 as it gets closer to the opening 112. The present invention, however, does not limit in any way the sectional configuration of the fitting concave 114 to the above-mentioned configuration. For example, the present invention includes various embodiments such as one wherein the first face being on the side close to the opening of the socket and the second face being on the side distant ~~to~~ from the opening of the socket are substantially parallel to each other and one wherein the sectional configuration is an arc. The squib 200 is fixed in the back of the socket 110 in the housing 100 of the inflator. A pair of pins 210 connecting to a ~~stored~~ heater contained therein protrude from the squib 200, and this pair of pins 210 rise at the center of the socket 110 from the bottom 111 thereof toward the opening 112 of the socket.

Please amend the paragraph at **page 18, line 24 to page 19, line 19**, as follows:

Fig. 11 shows a protrusion 360 of a shunt S of the third embodiment. This shunt S differs from the first embodiment only in the configuration of the protrusion 360. In this shunt S, a stopper 362 is provided protrusively on the inner side of the top end of the protrusion 360; when the shunt body 300 fits into the socket 110, the stopper

362 will contact the socket inner circumferential face 113 which is closer to the opening 112 of the socket 110 than the fitting concave 114. With this arrangement, even if the shunt body 300 tends to come out of the socket 110 after the shunt body 300 has been fitted into the socket 110, the restraining face 361 at the top end of the protrusion 360 will contact the first face 114a being a face constituting the fitting concave 114 to hold the shunt body 300 in the socket 110, and moreover, the stopper 362 will contact the socket inner circumferential face 113. Hence the force to hold the shunt S by the inflator is enhanced more, and the protrusion 360 is prevented from excessive deformation. Furthermore, as the stopper 362 contacts the socket inner circumferential face 113 ~~to increase~~ this increases the feel or response, giving a greater sense of clicking. As a result, it is easier to verify that the protrusion 360 has been fitted into the fitting concave 114; it more reliably prevents leaving the fitting work half done. Accordingly, the force of holding the shunt S by the inflator is enhanced further, and disconnection of the shunt S from the inflator can be prevented more reliably.

Please amend the paragraph at **page 20, line 20 to page 21, line 3**, as follows:

Fig. 13 shows a protrusion 360 of a shunt S of the fifth embodiment. This shunt S differs from that of the first embodiment only in the configuration of the

protrusion 360. In this embodiment, of the faces 114a, 114b and 114c constituting the fitting concave 114, the first face 114a being the face closer to the opening 112 of the socket 110 is formed to be perpendicular to the central axis of the cylinder of the socket 110. The restraining face [[~~131~~]] 361 at the top end of the protrusion 360 of this shunt S is formed to be parallel to the first face 114a constituting the fitting concave 114.

Please amend the paragraph at **page 21, line 23 to page 22, line 2**, as follows:

The third shunt for squib is the first or second shunt for squib, wherein the top end of the protrusion is provided with a restraining face which contacts or [[~~face~~]] faces toward the face closer to the opening of the socket among the faces constituting the fitting concave when the shunt body is fitted into the socket.